

IN THE SPECIFICATION

Please replace the Abstract of the Disclosure with the Abstract appearing on the following page:

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Please replace the paragraph at page 1, lines 12-15 with the following amended paragraph:

The present invention relates to a method for measuring an absolute steering angle of a steering shaft for a vehicle, and, more specifically, to a method for measuring an absolute steering angle of a steering shaft by using two rotatable bodies that rotate together with the steering shaft at a predetermined rotation ratio.

Please replace the paragraph at page 1, lines 21-23 with the following amended paragraph:

Also the steering angle of the steering shaft should be immediately measured following start-up of a vehicle, regardless of an initial angular position. But the However, a prior steering angle would not be used to measure a relative change measured at present stage.

Please replace the paragraph at page 2, lines 3-10 with the following amended paragraph:

In the disclosures, the absolute rotation angle of the first rotatable body and of the second rotatable body are expressed by  $\Psi = \Psi' + i\Omega$  and  $\theta = \theta' + j\Omega$ , respectively (wherein,  $\Omega$  indicates a measurement range of an angle sensor measuring the  $\Psi'$  and the  $\theta'$ ;  $i$  is a whole number representing the number of times when the first rotatably rotatable body's absolute rotation angle  $\Psi$  is greater than the  $\Omega$ , i.e. a frequency of the first rotatable body; and  $j$  is a

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frequency of the second rotatable body), and the absolute steering angle,  $\Phi$ , can be obtained through a specific calculation procedure using measurements of  $\Psi'$  and  $\theta'$ .

Please replace the paragraph from page 2, line 23 to page 3, line 5 with the following amended paragraph:

On the other hand, according to the US Pat. No. 6,466,889B1, the steering angle,  $\Phi$ , can be obtained directly from a relation between the difference of absolute rotation angles of two ~~rotatably rotatable~~ bodies,  $\Psi - \theta$ , and 'i' of the first rotatable body (or 'j' of the second rotatable body). Here,  $\Psi - \theta$  is obtained by adding  $\Omega$  to a measurement of  $\Psi' - \theta'$  if the measurement is a negative value, or by applying a measurement of  $\Psi' - \theta'$  if the measurement is not a negative value. The 'i' is calculated from the relation between  $\Psi - \theta$  and i, and  $\Psi$  is calculated from the known values of  $\Psi'$  and i. Based on these values, the absolute steering angle of a steering shaft,  $\Phi$ , is obtained.

Please replace the paragraph from page 3, line 6 to page 3, line 11 with the following amended paragraph:

When 'i' becomes k1 as the steering shaft is ~~fully rotated with maximal~~, the rotation angle difference  $\Psi - \theta$  should be equal or less than the measurement range of the angle sensor, namely  $\Omega$  (cf. in the US Pat. No. 6,466,889B1,  $\Psi - \theta$  is set to be equal to  $\Omega$ ). In other words, the rotation angle difference  $\Psi - \theta$  successively varies from  $0^\circ$  to  $\Omega$  until the steering shaft is ~~fully rotated with maximal~~, and i-value varies step by step from 0 to k1.